

## APPENDIX D.

## STEAM-SHIP LINES CONNECTING WITH THE PANAMA RAILROAD.

1st. The Atlantic and Pacific Steam-ship Company, running between New York and Aspinwall (below).

2d. The Pacific Mail Steam-ship Company, running between Panama and San Francisco (page 146).

3d. The Oregon and California Steam-ship Company, plying between California, Oregon, and Washington Territory (page 148).

4th. The Panama Railroad Company's Central American Line, running between Panama, Nicaragua, Costa Rica, Salvador and Guatemala (p. 149).

5th. The British Pacific Steam Navigation Company, running between Panama and the ports of New Granada, Ecuador, Peru, Bolivia, and Chili (page 152).

6th. The Royal Mail Steam Packet Company, running between the West Indies, the western coast of South and Central America, and Aspinwall (page 158).

7th. Holt's Screw Steam-ship Freight Line, running between Liverpool and Aspinwall (page 174).

## LINES OF SAILING VESSELS.

1st. The Bremen and Aspinwall Line, between Bremen and Aspinwall.

2d. The Bordeaux and Aspinwall Line, between Bordeaux and Aspinwall.

3d. The Panama Railroad Company's Line between Liverpool and Aspinwall.

4th. The Panama Railroad Company's Line between New York and Aspinwall.

1st. THE ATLANTIC AND PACIFIC STEAM-SHIP COMPANY, RUNNING BETWEEN NEW YORK AND ASPINWALL DIRECT, CONNECTING AT PANAMA, BY THE PANAMA RAILROAD, WITH THE PACIFIC MAIL STEAM-SHIP COMPANY'S STEAMERS FOR CALIFORNIA.

The steamers of this line are the North Star, 1867 tons, the Northern Light, 1747 tons, and the Ariel, 1600 tons, one of which is dispatched on the 1st, 11th, and 21st day of every month, from the foot of Warren Street, North River, New York, at 12 o'clock, noon, precisely. When these dates fall on Sunday, the day of departure is on the Monday following.

*Rates of Passage.—To Aspinwall.*

In deck state-room.....	\$70 00
“ first cabin .....	60 00
“ second cabin .....	50 00
“ steerage .....	40 00

*Freight.—To Aspinwall.*

On merchandise, 50 cents per cubic foot (under 45 lbs.); heavy goods, 1 cent per pound; specie, 1 per cent. on value. No primage charged.

## THROUGH PASSAGE AND FREIGHT.

By an arrangement with the Pacific Mail Steam-ship Company and the Panama Railroad Company, through passage tickets to San Francisco, California, are furnished at the office of this Company; also *through bills of lading* for freight, at the following rates:

*Through Passage to San Francisco, California.*

First cabin (including board).....	\$200 00
Second " " .....	150 00
Steerage " " .....	100 00

Children under 6 years, quarter price; over 6 and under 12, half price.

*Baggage.*—Fifty pounds of baggage is allowed to every adult passenger without charge. On all over this quantity ten cents per pound is required.

*Through Freight.*

To Panama—\$1 per cubic foot (under 45 lbs. to the foot); heavy goods, 1½ cents per pound (over 45 lbs. to the foot); specie, 1 per cent. on value.

To San Francisco—\$1 75 per cubic foot (under 45 lbs.); heavy goods, 4 cents per pound; butter, sugar, and coffee, etc., 3½ cents per pound; specie, 1 per cent. on value. No primage charged.

No bill of lading signed for Aspinwall freight for less than \$3, for Panama freight for less than \$4, nor for San Francisco freight for less than \$15.

No freight received on the day of sailing.

Bills of lading of the only form used are furnished to shippers on application at the office of the Company, No. 177 West Street, corner of Warren, New York City.

D. B. ALLEN, *Agent*.

The usual passage of these steamers between New York and Aspinwall is from eight to nine days.

## 2d. THE PACIFIC MAIL STEAM-SHIP COMPANY, RUNNING BETWEEN PANAMA AND SAN FRANCISCO, CALIFORNIA, TOUCHING AT MANZANILLA AND ACAPULCO, MEXICO.

The steamers of this Company are, the Golden Age, 2280 tons; the Golden Gate, 2067 tons; the Sonora, 1616 tons; the St. Louis, 1621 tons; the Uncle Sam, 1433 tons; the Washington, 1640 tons; the Orizaba, 1450 tons; the Fremont, 559 tons; the California, 1085 tons; the Toboga (tug), 189 tons. A magnificent steamer of 3000 tons burden is now on the stocks, and nearly completed, for the Panama and San Francisco service, and a second of similar character is projected.

The Golden Age, the Golden Gate, the St. Louis, and the Sonora perform the regular service between Panama and San Francisco. These steamers are dispatched alternately for San Francisco three times a month, on the arrival of the passengers from the Atlantic and Pacific Steam-ship Company's steamer at Panama. The dates usually fall on the 10th, 20th, and 30th of each month. The sailing dates from San Francisco fall upon the 1st, 11th, and 21st of each month.

### *Through Rates from San Francisco to New York, via Panama Railroad and Atlantic and Pacific Mail Steam-ship Company (including Isthmus).*

Passage—deck state-rooms, \$225; first cabin, \$200; second cabin, \$150; steerage, \$100. Children between 6 and 12 years, half price; under 6 years, quarter price.

Through freight—"fast" (by connecting steamers), \$3 50 per foot; "slow" (stopping over one steamer on the Isthmus), \$1 75 per foot.

The rates for passage and freight from Panama to San Francisco, and the ports intermediate, are as follows, viz.:

Passage from Panama to San Francisco—first cabin, \$175; second cabin, \$125; steerage, \$75. Passage from Panama to Acapulco, one half the above rates, and from Panama to Manzanilla, two thirds of the above rates.

The rates of freight from Panama to San Francisco: Havana cigars, English merchandise, and other freight of the same class, \$50 per ton; freight originating in Panama also \$50 per ton.

Freight from Panama to Acapulco: merchandise, \$30 per ton; groceries, wines, and liquors, \$25 per ton; tobacco and cocoa, 4 cents per lb.

Central American freight, with through bills of lading, from the Panama Railroad Company's steamers:

Coffee, 20 tons or under..... 2 cents per lb. and 5 per cent. primage.

“ “ “ over..... 1½ “ “ “ 5 “ “

Sugar..... 1½ “ “ “ 5 “ “

Consignees pay light-house fees, port charges, and primage.

Treasure from San Francisco to New York—\$30,000 or over, 1½ per cent.; under \$30,000, 2 per cent.

From San Francisco and Manzanilla to Panama—1½ per cent.; from Acapulco to Panama, 1½ per cent.

There is always at Panama an extra steamer in readiness for immediate use should occasion require. The ships of this company at this end of their route lie at their anchorage-ground between the Bay Islands, 2½ miles from the railroad terminus, where the depôt of the Company is located. Passengers are transported between ship and shore by the Company's steamer Toboga, which is of sufficiently light draught to lay alongside the railroad wharf at the terminus.

At Benicia, 30 miles from San Francisco, in the Straits of Cardenas, is located the depôt for the Company's steamers. At that place the Company have established commodious wharves, and a large foundry and machine-shop, where repairs are readily and efficiently executed for machinery of the largest class.

The general office of the Pacific Mail Steam-ship Company is at New York, No. 88 Wall Street.

#### *Officers of the Pacific Mail Steam-ship Company.*

*President*, Allan M Lane.

*Directors*: William H. Aspinwall, Howard Potter, Samuel W. Comstock, Francis Skiddy, Frederick H. Wolcott, J. T. Soutter, Charles A. Davis, D. B. Allen.

#### *Agents.*

At Panama, David M. Corwin.  
 “ Acapulco, D. B. Van Brunt.  
 “ San Francisco, Forbes and Babcock.  
 In Oregon, J. M. Bruck.

The origin of the Pacific Mail Steam-ship Company dates back as far as the year 1847, when the Congress of the United States empowered the Secretary of the Navy to contract with Mr. Arnold Harris for the transportation of mails in steam-ships from Panama to Oregon, once a month each way, for a term of ten years, at an annual compensation of \$199,000, the contract subject to the action of Congress at its next session of 1847-8. The treaty with Great Britain, which had previously adjusted the vexed question of the boundary-line of Oregon, had turned public attention to her rich valleys, and thousands of settlers were seeking a permanent home in Oregon by the wild paths to the Pacific across the Plains. The object of Congress in making an appropriation for steamer service on the Pacific was not only to facilitate the intercourse between the Atlantic States and the United States possessions

on the Pacific, substituting a mode of travel which would bring settlers within thirty days' journey of the Atlantic States, thereby dispensing with the long and perilous journey overland, or the more tedious voyage around Cape Horn, but to have steamers on the Pacific easily convertible into war-steamers for the protection of actual settlers in that isolated land should occasion call for such service.

On the 20th of November, 1847, Mr. William H. Aspinwall became the assignee of Mr. Harris's contract, and about twenty-five sagacious and enterprising men of New York joined him in the effort to carry out the undertaking it involved. Contracts for the building of suitable vessels were made, and their construction pushed vigorously onward.

On the 2d of February, 1848, the treaty of Guadalupe Hidalgo was signed; in the following May ratifications were exchanged, and in July it was proclaimed, and California became the property of the United States, thus greatly increasing the immediate necessity of improved communication with the Pacific coast. The pioneer steam-ship, the *California*, was launched on the 19th of May, 1848, the *Panama* soon after, and the *Oregon* on the 5th of August of the same year.

On the 3d of August, 1848, the United States Congress granted to the Pacific Mail Steam-ship Company \$199,000, being an advance of one year's pay, provided their steamers should touch at certain ports in California on their voyages.

On the 30th of September, 1848, the Company was formally organized, \$400,000 of stock having been paid in according to the terms of their charter.

On the 5th of October, 1848, the *California* went to sea. Her consorts followed at short intervals. The discovery of the gold mines of California took place while the steamers were on their route to the Pacific; and the *California*, touching at the port of Panama, found there a multitude of anxious gold-seekers from the United States, who had crossed the Isthmus, via Chagres, to meet her for the voyage from thence to California. Each succeeding steamer found similar crowds awaiting its arrival, and the organization of the route, which at once took place, has continued in regular operation up to the present day, with such additions to their number and increased tonnage as the rapidly growing traffic required.

The Pacific Mail Steam-ship Company has always been characterized by the great and judicious liberality of its management.

No expense has been spared since the first formation of the Company to carry on their business with the greatest possible safety and dispatch, both for passengers and freight; and the comforts and general requirements of passengers have been so efficiently secured by able and courteous officers that it may be truthfully referred to as one of the most universally popular steam-ship lines in the world.

### 3d. THE OREGON AND CALIFORNIA STEAM-SHIP COMPANY, RUNNING BETWEEN SAN FRANCISCO AND THE PORTS OF OREGON, WASHINGTON TERRITORY, AND VANCOUVER'S ISLAND, TRI-MONTHLY, WITH A SOUTHERN BRANCH, MONTHLY SERVICE, BETWEEN SAN FRANCISCO AND THE MEXICAN PACIFIC COAST.

This line was established early in the present year (1861) by Messrs. Holiday & Flint, of San Francisco, who purchased the steam-ships *Panama*, of 1087 tons, *Cortez*, 1117, *Republic*, 850, *Columbia*, 777, and *Sierra Nevada*, 1247 tons; from the Pacific Mail Steam-ship Company, and took charge of the San Francisco, Oregon, Washington Territory, and Vancouver route, heretofore managed by the Pacific Mail Steam-ship Company, besides establishing a new branch of service between San Francisco and the ports of Cape

St. Lucas, Guaymas, San Blas, Mazatlan, Acapulco, and other Mexican ports.

The service between San Francisco, Oregon, Washington Territory, and Vancouver is performed thrice monthly by the steamers Sierra Nevada, Cortez, and Columbia, and connects with the steamers of the Pacific Mail Steamship Company as heretofore.

Ports of entry.	Price of passage from San Francisco.		Freight, per ton.	
	Cabin.	Steerage.	Upward.	Down.
In Oregon, Humboldt Bay (town of Eureka)	\$30	\$15	\$15	\$15
“ Crescent City.....	30	15	10	15
“ Port Orford.....	40	15	10	15
“ Umpqua and Gardiner City .....	50	25	15	15
In Vancouver, Victoria.....	50	25	12½	15
In Washington Territory, Port Townsend..	50	25	15	15
“ “ “ Steilacoom .....	50	25	15	15
“ “ “ Olympia.....	50	25	15	15

The Mexican branch of this Company's service is not yet fully reported. The first steamer left San Francisco May 1st, 1861.

4th. THE PANAMA RAILROAD COMPANY'S CENTRAL AMERICAN LINE OF STEAMSHIPS, RUNNING SEMI-MONTHLY BETWEEN THE PORTS OF GUATEMALA, SALVADOR, COSTA RICA, NICARAGUA, AND PANAMA.

The steam propellers Guatemala, 1021 tons, J. M. Dow, commander, and Columbus, 460 tons, J. W. Ludwig, commander, arrive at and depart from Central American ports on or about the following days of each month, forming a semi-monthly line :\*

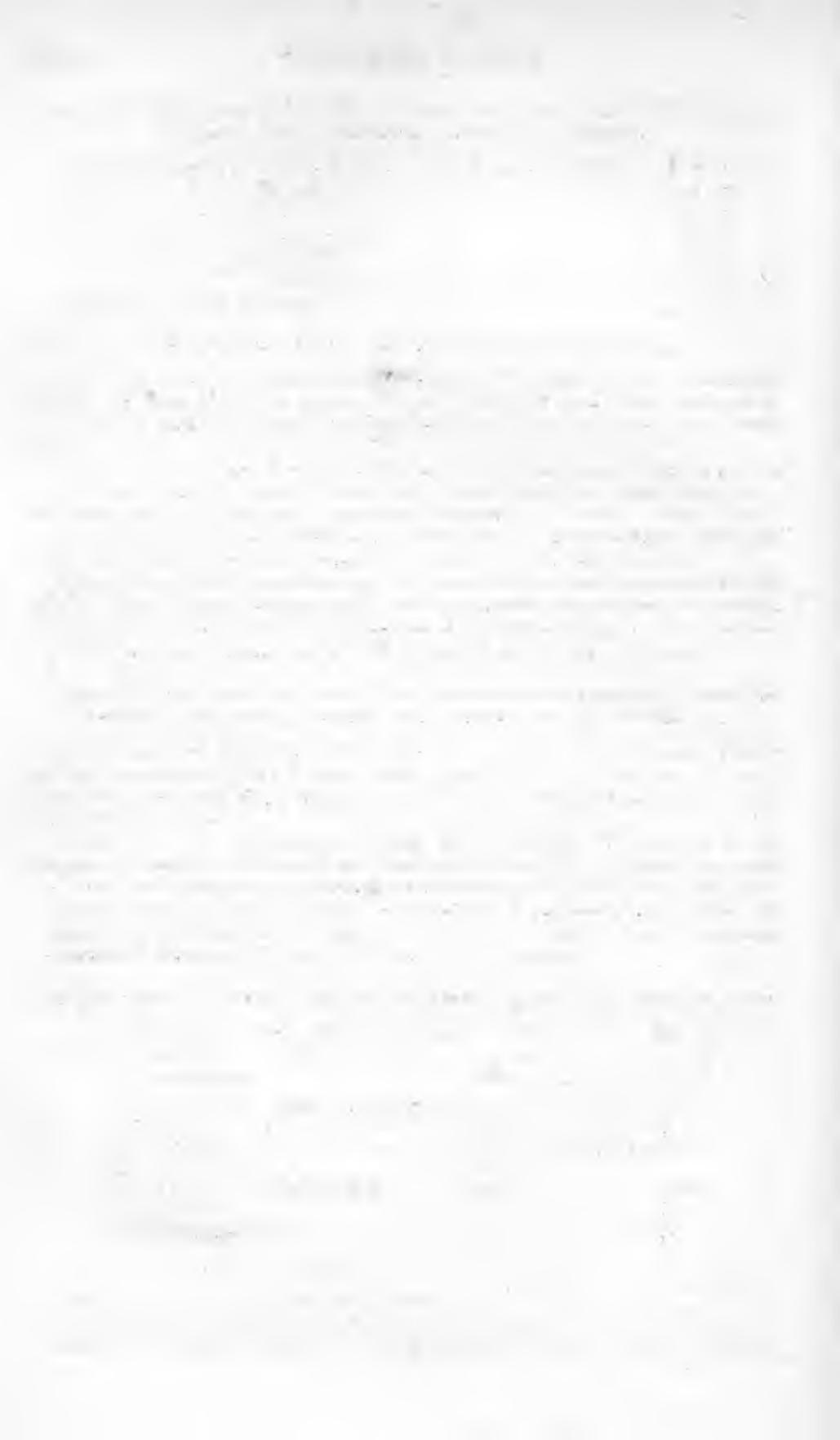
Departure.			Arrival.		
From	Guatemala.	Columbus.	At	Guatemala.	Columbus.
Panama .....	15th	30th	Punta Arenas....	17th	2d
Punta Arenas....	18th	3d	Realejo.....	19th	4th
Realejo .....	20th	5th	La Union .....	20th	5th
La Union .....	21st	6th	La Libertad.....	22d	7th
La Libertad.....	22d	7th	Acajutla.....	22d	7th
Acajutla.....	22d	7th	San José .....	23d	8th
San José .....	25th	10th	Acajutla.....	25th	10th
Acajutla.....	26th	11th	La Libertad.....	27th	11th
La Libertad.....	27th	12th	La Union .....	28th	13th
La Union.....	30th	15th	Realejo.....	30th	15th
Realejo .....	1st	16th	Punta Arenas....	2d	17th
Punta Arenas....	3d	18th	Panama.....	5th	20th

*Prices of Passage.*

From Panama to Punta Arenas.....	\$40 00
“ “ Realejo .....	65 00
“ “ La Union.....	70 00
“ “ La Libertad.....	75 00
“ “ Acajutla.....	80 00
“ “ San José de Guatemala.....	85 00

Payable in American gold.

\* The Company have contracted for the building of another vessel (first-class iron steamer), 214 feet in length, 32 feet beam, 21 feet hold, to be completed and ready for service at Panama early in the spring of 1862; burden about 1200 tons.



*Rates of Through Freight from New York, by the Company's sailing Vessels to Aspinwall, including Lighterage in Panama.*

	To Punta Arenas.	Realejo, La Union.	La Libertad, Acajutla, San José (Guatemala).
Dry-goods, hats, boots, shoes, drugs, and other goods, included in railroad tariff as first class, per ton of 40 feet .....	\$40 00	\$42 00	\$44 00
Unbleached domestics, per ton of 40 feet.....	32 00	34 00	36 00
Furniture, carriages, agricultural implements, wooden-ware, clocks, etc., per ton of 40 feet .....	30 00	32 00	34 00
Iron in bars, sheets, and bundles, iron castings, nails, spikes, copper, zinc, and lead, per ton of 2000 lbs.	30 00	32 00	34 00
Steel in bars and bundles, coarse machinery, common hardware, earthen-ware, sugar-mills, -moulds, and -pans, shot, etc., per ton of 2000 lbs.....	34 00	36 00	38 00
Butter, cheese, lard, fish, ham, soap, and candles, per ton of 2000 lbs.....	35 00	37 00	39 00
Refined sugar, per ton of 40 feet.....	30 00	32 00	34 00
Flour and rice, per barrel.....	4 20	4 50	4 80
“ “ per half barrel .....	2 20	2 35	2 50
Wine in boxes and baskets, per ton of 40 feet.....	32 00	34 00	36 00
“ in casks, and other liquors, per ton of 40 feet	35 00	37 00	39 00
Tobacco, manufactured, per ton of 40 feet.....	40 00	42 00	44 00
“ unmanufactured, per ton of 40 feet.....	32 00	34 00	36 00
Ship-bread, crackers, etc., per ton of 40 feet.....	28 00	30 00	32 00

Goods can be shipped three times per month, by steamers of the Atlantic and Pacific Steam-ship Company, to Aspinwall, at an addition of 35 cents per foot, or \$14 per ton, to the above rates.

*Rates of Return Freights, by the Company's sailing Vessels from Aspinwall to New York, including Lighterage in Panama.*

	To Panama.	Aspin-wall.	New York.
Lumber, from La Union, per M. ....	\$20 00		
“ “ Punta Arenas, per M.....	18 00		
Cochineal and indigo, from either port, per lb. net.	1½	\$0 02½	\$0 03½
Hides, from San José, Acajutla, and La Libertad, each.....	32	47	62
Hides, from La Union and Realejo, each.....	30	45	60
“ “ Punta Arenas.....	24	39	54
Coffee, from Punta Arenas, per lb. gross.....	5	1½	1½
Deer and goat skins, from Punta Arenas, per lb...	1	1¾	2½
“ “ “ other ports, “ ...	1½	2¼	3
Cigars, balsam, and first class goods, per railroad tariff, per foot.....	50	1 00	1 16

No primage on through rates.

Through bills of lading are given from Central American ports to Liverpool (by propellers Saladin and Plantagenet from Aspinwall) at 4 cents per lb. on net weight of indigo and cochineal, and 2½ cents per lb. on gross weight of coffee; and to London (by the Royal Mail Steam Packet Compa-

ny's steamers) at 2 $\frac{3}{8}$  pence sterling per lb. on gross weight of indigo and cochineal.

Produce and other merchandise for Panama will be landed at the railroad wharf, where it must be received by the consignees immediately; in default of which, it will be taken to the depôt at the expense and risk of the owner.

All freight and passage payable in American gold or its equivalent.

For farther information, apply to

Jos. F. JOY, *Secretary*, 88 Wall St., New York.

WM. NELSON, *Commercial Agent*, Panama.

CRISANTO MEDINA, Punta Arenas.

COURTADE Y CLAVERA, La Union.

H. J. FOOTE and J. MATHI, Sonsonate.

J. SARAGIA, San José de Guatemala.

Or to the commanders on board.

For a description of the countries touched at by the Central American Line, also an account of the ports, port regulations and charges, tariffs, commerce, etc., etc., see page 181, et seq.

#### 5th. THE PACIFIC STEAM NAVIGATION COMPANY, PLYING BETWEEN PANAMA, CALLAO, VALPARAISO, AND INTERMEDIATE PORTS.

The steam-ships destined for the service are the following: Bogotá, 1600 tons; Lima, 1600 tons; Callao, 1200 tons; Valparaiso, 1200 tons; Guayaquil, 1000 tons; San Carlos, 1000 tons; Bolivia, 800 tons; Anne, 500 tons; Cloda, 900 tons; New Granada, 750 tons; Inca, 300 tons; Morro, 150 tons.

#### *Voyage to the South.*

	Days of each Month.
Departure from Panama.....	9th and 24th.
Arrival at..... Guayaquil .....	13th and 28th.
Departure from Guayaquil .....	14th, 29th, and 2d.
Arrival at..... Payta.....	15th, 30th, and 3d.
“ .....	Lambayeque..... 17th and 4th.
Departure from Lambayeque.....	18th and 5th.
Arrival at..... Pacasmayo.....	18th and 5th.
“ .....	Huanchaco..... 19th and 6th.
“ .....	Santa .....
“ .....	Samanco..... 7th.
“ .....	Casma..... 20th and 7th.
“ .....	Supe .....
“ .....	Huacho .....
“ .....	Callao .....
Departure from Callao .....	18th, 22d, 2d or 3d, and 9th.
Arrival at. .... Cerro Azul .....	20th, 26th, 5th, and 11th.
“ .....	Islas de Chincha..... 27th and 12th.
“ .....	Pisco..... 21st, 27th, 6th, and 12th.
“ .....	Chala..... 29th and 14th.
“ .....	Islay .....
“ .....	Arica .....
“ .....	Pisagua .....
“ .....	Mejillones .....
“ .....	Iquique .....
“ .....	Tocopillo .....
“ .....	Cobija..... 23d, 30th, 8th, and 15th.
“ .....	Caldera .....
Departure from Caldera .....	24th, 31st or 1st, 9th, and 16th.
Arrival at..... Carrizal bajo .....	1st or 2d, and 17th.
“ .....	1st or 2d, and 17th.
“ .....	1st or 2d, and 17th.
“ .....	2d or 3d, and 18th.
“ .....	25th, 2d or 3d, 10th and 18th.
“ .....	27th, 4th or 5th, 12th, and 20th.
Departure from Caldera .....	27th, 4th or 5th, 12th, and 20th.
Arrival at..... Carrizal bajo .....	5th or 6th, and 21st.

		Days of each Month.
Arrival at.....	Huasco.....	5th or 6th, and 21st.
"	Coquimbo .....	28th, 6th or 7th, 13th, and 22d.
"	Tongoy.....	6th or 7th, and 22d.
"	Valparaiso .....	29th, 7th or 8th, 14th, and 23d.

*Voyage to the North.*

		Days of each Month.
Departure from	Valparaiso .....	3d, 11th, 18th, and 27th.
Arrival at.....	Tongoy.....	12th and 28th.
"	Coquimbo .....	4th, 12th, 19th, and 28th.
"	Huasco.....	13th and 29th.
"	Carrizal bajo.....	13th and 29th.
"	Caldera.....	5th, 14th, 20th, and 30th.
"	Cobija.....	7th, 16th, 22d, 1st or 2d.
"	Tocopillo .....	16th, and 1st or 2d.
"	Iquique .....	17th, and 2d or 3d.
"	Mejillones.....	17th, and 2d or 3d.
"	Pisagua .....	17th, and 2d or 3d.
"	Arica .....	8th, 18th, 23d, and 3d or 4th.
"	Islay.....	9th, 19th, 24th, and 4th or 5th.
"	Chala.....	20th, and 5th or 6th.
"	Pisco.....	11th, 21st, 26th, and 6th or 7th.
"	Islas de Chincha.....	11th, 21st, 26th, and 6th or 7th.
"	Cerro Azul.....	21st, and 6th or 7th.
"	Callao .....	12th, 22d, 27th, and 7th or 8th.
Departure from	Callao .....	14th, 24th, 29th, and 13th.
Arrival at.....	Huacho.....	25th and 14th.
"	Supe.....	25th and 14th.
"	Casma.....	26th and 15th.
"	Samanco.....	26th.
"	Santa .....	15th.
"	Huanchaco.....	27th and 16th.
"	Pacasmayo.....	27th and 16th.
"	Lambayeque.....	28th and 17th.
"	Payta.....	17th, 19th, and 1st or 2d.
"	Guayaquil.....	30th.
"	Panama.....	22d, and 6th or 7th.

*Rates of Passage.*

		First Saloon.	Second Saloon.			First Saloon.	Second Saloon.
Panama to	Guañaquil...	\$105	\$100	Panama to	Islay.....	\$220	\$210
"	Payta.....	115	110	"	Arica.....	230	220
"	Lambayeque	135	130	"	Iquique.....	245	230
"	Huanchaco..	135	130	"	Cobija.....	255	240
"	Casma .....	140	135	"	Caldera.....	265	250
"	Huacho .....	145	140	"	Huasco .....	270	255
"	Callao.....	160	150	"	Coquimbo...	275	260
"	Pisco .....	175	165	"	Valparaiso..	290	270

Passage for any of the above ports can be secured at the office of the Panama Railroad Company, 88 Wall Street, New York.

The Pacific Steam Navigation Company will issue *through bills of lading* for produce from the above-mentioned ports—To New York, to be conveyed from Aspinwall by sailing vessels of the Panama Railroad Company; to Liverpool, to be conveyed from Aspinwall by propellers Saladin and Plan-



*Through Rates of Freight from New York to Valparaiso and intermediate Ports.*

The Panama Railroad Company are now prepared to issue *through bills of lading* to all the ports touched at by the steamers of the Pacific Steam Navigation Company, at the following rates:

	To Buenaventura, Guayaquil, Payta, and intermediates.	To Callao, Valparaiso, and intermediates, south of Payta.
General merchandise, and all goods embraced in first class of Panama Railroad tariff, per ton of 40 cubic feet, or 2240 lbs. gross weight, at the option of the Company.....	\$40 00	\$50 00
Beef and pork, per barrel .....	5 00	7 00
“ “ per half barrel.....	2 75	3 75
Flour, per barrel.....	4 00	5 00
“ per half barrel.....	2 25	2 75
Biscuit, per 100 lbs.....	2 50	3 50
Butter, lard, hams, bacon, cheese, salt fish, tallow, and rice, per ton of 2000 lbs. ....	30 00	40 00
Refined sugar, per ton of 2000 lbs.....	40 00	45 00
Wines and other liquors, in boxes and barrels, per ton of 40 cubic feet.....	30 00	40 00
Manufactured tobacco, per ton of 40 cubic feet.....	30 00	40 00
Cigars, per ton of 40 cubic feet.....	35 00	45 00
Unbleached domestics, per ton of 40 cubic feet .....	25 00	32 00
Soap, per ton of 2000 lbs. ....	30 00	40 00
Candles, per ton of 40 cubic feet .....	30 00	40 00
Carriages and furniture, per ton of 40 cubic feet.....	30 00	40 00
Agricultural implements, per ton of 40 cubic feet.....	25 00	35 00
Pitch, tar, and rosin, per barrel.....	3 00	4 00
Earthen-ware and glass-ware (coarse), in crates and boxes, per ton of 40 cubic feet.....	25 00	35 00
Turpentine and oil in cases, per ton of 40 cubic feet .....	30 00	40 00
Turpentine and oil in tins only, per ton of 40 cubic feet....	35 00	45 00

All weights to be the gross weight.

Articles not enumerated to be charged at rates assimilating to the above.

From New York to Aspinwall shipments are made by the sailing vessels of the Panama Railroad Company, leaving at intervals of from eight to ten days.

All freight to be prepaid.

No bill of lading signed for less than five dollars.

Farther particulars may be learned on application to the secretary at the office of the Panama Railroad Company, No. 88 Wall Street, New York.

*Weekly Line between Callao, Lambayeque, and Guayaquil.*

Departure from Callao.....	6th, 13th, 19th, and 24th	of each month.
Arrival at Huacho.....	7th, 14th, 20th, and 25th	“ “
“ Supe.....	7th, 14th, 20th, and 25th	“ “
“ Casma .....	8th, 15th, 21st, and 26th	“ “
“ Samanco .....	..... 26th	“ “
“ Santa.....	..... 15th .....	“ “

Arrival at Huanchaco.....	9th, 16th, 22d, and 27th	of each month.
“ Malabrido.....	9th and 22d	“ “
“ Pacasmayo.....	..... 16th, ..... and 27th	“ “
“ Lambayeque....	10th, 17th, 23d, and 28th	“ “
“ Payta .....	..... 29th	“ “
“ Guayaquil.....	..... 30th	“ “
Departure from Guayaquil .....	2d or 3d	“ “
Arrival at Payta .....	3d or 4th	“ “
“ Lambayeque....	..... 4th or 5th	“ “
Departure fr. Lambayeque	10th, 17th, 23d, and 4th or 5th	“ “
Arrival at Pacasmayo.....	..... 18th ..... and 5th or 6th	“ “
“ Malabrido.....	..... 18th ..... and 5th or 6th	“ “
“ Huanchaco.....	11th, 19th, 24th, and 6th or 7th	“ “
“ Santa .....	..... 20th .....	“ “
“ Samanco .....	..... 7th or 8th	“ “
“ Casma .....	12th, 20th, 25th, and 7th or 8th	“ “
Departure from Casma ...	12th, 20th, 25th, and 7th or 8th	“ “
Arrival at Supe .....	13th, 21st, 26th, and 8th or 9th	“ “
“ Huacho .....	13th, 21st, 26th, and 8th or 9th	“ “
“ Callao.....	14th, 22d, 27th, and 9th or 10th	“ “

Rates of freight: From Callao to Guayaquil and the intermediate ports, \$8 per ton; from Guayaquil to Callao and the intermediate ports, \$10 per ton; from Guayaquil, and the intermediate ports as far south as Callao, to Valparaiso, \$15 per ton.

*Semi-monthly Line between Valparaiso, Talcahuano, and Puerto Montt.*

Departure from Valparaiso..	10th and 30th	of each month.
Arrival at Constitucion .....	11th	“ “
“ Tomé.....	12th and 31st or 1st	“ “
“ Talcahuano .....	12th and 31st or 1st	“ “
“ Coronel.....	..... 1st or 2d	“ “
“ Lota .....	13th	“ “
“ Valdivia.....	14th	“ “
“ Ancud.....	15th	“ “
“ Calbuco.....	16th	“ “
“ Puerto Montt ....	16th	“ “
Departure from Puerto Montt	18th	“ “
Arrival at Calbuco.....	18th	“ “
“ Ancud.....	18th	“ “
“ Valdivia.....	20th	“ “
“ Lota .....	21st	“ “
“ Coronel.....	..... 1st or 2d	“ “
“ Talcahuano.....	22d and 2d or 3d	“ “
Departure from Talcahuano.	22d and 3d or 4th	“ “
Arrival at Tomé.....	22d and 3d or 4th	“ “
“ Constitucion.....	23d	“ “
“ Valparaiso.....	24th and 4th or 5th	“ “

*Monthly Line between Panama and Guayaquil—Steam-ship Anne.*

Departure from Panama.....	12th of each month.
Arrival at Buenaventura.....	14th “ “
Departure from Buenaventura .....	15th “ “
Arrival at Tumaco .....	16th “ “
“ Esmeraldas.....	17th “ “
“ Manta.....	18th “ “
“ Guayaquil .....	20th “ “

Departure from Guayaquil.....	24th of each month.
Arrival at Manta.....	26th “ “
“ Esmeraldas.....	28th “ “
“ Tumaco.....	29th “ “
“ Buenaventura.....	30th “ “
Departure from Buenaventura.....	31st “ “
Arrival at Panama.....	2d or 3d “

*Prices of Passage by the Anne.*

	Buenaven- tura.	Tumaco.	Esmeral- das.	Manta.	Guaya- quil.
From Panama to.....	\$50 00	\$60 00	\$70 00	\$80 00	\$85 00
“ Buenaventura to.....	.....	30 00	40 00	50 00	60 00
“ Tumaco to.....	.....	.....	20 00	30 00	40 00
“ Esmeraldas to.....	.....	.....	.....	20 00	30 00
“ Manta to.....	.....	.....	.....	.....	25 00
	Manta.	Esmeral- das.	Tumaco.	Buenaven- tura.	Panama.
From Guayaquil to.....	\$25 00	\$30 00	\$40 00	\$50 00	\$85 00
“ Manta to.....	.....	20 00	30 00	45 00	80 00
“ Esmeraldas to.....	.....	.....	20 00	35 00	70 00
“ Tumaco to.....	.....	.....	.....	30 00	60 00
“ Buenaventura to.....	.....	.....	.....	.....	50 00

*Rates of Freight.*

From Guayaquil and intermediate ports to Panama.....	\$10 00 per ton.
“ Panama “ “ Guayaquil..	12 00 “

The Pacific Steam Navigation Company was organized in April, 1839, but the charter of incorporation was not obtained until February, 1840. In November, 1839, the directors, under assurance that the charter would be granted, contracted for two steam vessels, which were completed and dispatched from England for service on the Pacific in July, 1840, and commenced their voyages on the coasts of the Pacific in November of the same year, since which time the line has been in regular and successful operation. Its business has increased to such an extent that a fleet of eleven large steam-ships, with a semi-monthly service, are now employed on the through route between Panama and Valparaiso, besides a monthly steam-ship (the Anne) plying between Panama and Guayaquil, a weekly line of four steam-ships plying between Callao and Guayaquil, and a semi-monthly line between Valparaiso and Puerto Montt, touching at the intermediate ports for the collection of freight, which, from the increase of the through business, caused too much delay for the ships of the through line.

The machine and repair shops, and other facilities for keeping the vessels of the Company in order, are very extensive and well appointed. They are situated on the island of Toboga, in the Bay of Panama.

The head-quarters of the Company are at

Liverpool..... WILLIAM JUST, *General Manager.*

Callao..... GEORGE PETRIE, *Resident Manager on the Pacific.*

Panama..... CHARLES H. BIDWELL, *Agent.*

6th. THE ROYAL MAIL STEAM PACKET COMPANY, PLYING BETWEEN THE WEST INDIES, MEXICO, CENTRAL AMERICA, AND PANAMA.

Offices—55 Moorgate Street, London, R. T. Reep, Secretary; Canute Road, Southampton, Captain W. Vincent, Superintendent.

*Foreign Agencies on the Continent of Europe, and at the termini of Routes in the West Indies.*

Paris.....	Messrs. Pritchard and Monneron, 4 Rue Rossini.
Havre .....	Messrs. Davidson and Co.
Hamburg.....	Messrs. Hundeiker and Abegg.
St. Thomas.....	J. B. Cameron, Esq., Superintendent.
Aspinwall.....	W. Ritchie, Esq., Resident Traffic Manager.
Panama.....	C. A. Henderson, Esq., H.B.M.'s Consul.
Havana.....	J. T. Crawford, Esq., C.B., H.B.M.'s Consul General.
Vera Cruz.....	C. Markoe, Esq.
Tampico.....	Messrs. Jolly and Co.
Jamaica.....	Captain Cooper, R.N., Superintendent.
Trinidad.....	Messrs. H. Scott and Son.
Barbadoes.....	Messrs. M. Cavan and Co.
Demerara.....	Messrs. Rose, Duff, and Co.
Belize.....	Captain A. W. Cox.

*List of Ships.*

No.	Station.	Names.	Registered Tonnage.	Horse Power.	Names of Captains.
1.	On West India service.	Shannon ...	3472	800	G. Abbott.
2.	“ “	Seine .....	3440	800	R. Revett.
3.	“ “	Atrato.....	3126	800	F. Woolley.
4.	“ “	La Plata....	2404	1000	
5.	“ “	Tasmanian.	2253	550	C. G. Weller.
6.	“ “	Tamar .....	1707	400	P. M. Woolcott.
7.	“ “	Thames.....	1889	430	A. Hole.
8.	“ “	Trent.....	1856	430	J. T. Moir.
9.	“ “	Solent.....	1689	400	E. M. Leeds.
10.	“ “	Teviot.....	1744	450	J. M. Gillies.
11.	“ “	Clyde.....	1371	430	H. P. Lewis.
12.	“ “	Conway.....	895	260	W. Heenan.
13.	“ “	Wye.....	752	180	J. Thwaites.
14.	“ “	Derwent....	794	260	E. West.
15.	“ “	Prince.....	398	200	
16.	On Brazil service.....	Magdalena.	2567	800	R. Woolward.
17.	“ “ .....	Oneida.....	2284	530	T. A. Bevis.
18.	“ “ .....	Tyne.....	1916	400	J. H. Jellicoe.
19.	On transport service...	Avon.....	1834	440	F. Reeks.
20.	On River Plate route..	Mersey.....	1001	250	R. Curlewis.
21.		Parana.....	2730	800	
22.		Dee.....	1699	440	
23.		Medway ....	1895	430	

*The following are the estimated Dates of Arrival of the outward Mails at the principal Stations, commencing from Southampton March 2d, 1860.*

(The mails are sent on from St. Thomas by the Company's intercolonial ships.)

From Southampton :					
2d and 17th of each month, arriving at	St. Thomas	.....	17th and 2d.		
“	“	“	Aspinwall (Isthmus of		
			Panama)	.....	22d and 7th.
“	“	“	Jamaica	.....	21st and 6th.
“	“	“	Barbadoes	.....	20th and 5th.
“	“	“	Trinidad	.....	22d and 7th.
“	“	“	Demerara	.....	22d and 7th.
2d of each month, arriving at	Havana (one mail each month)				22d idem.
“	“	“	Vera Cruz	“	26th “
“	“	“	Tampico	“	28th “
“	“	“	Carthagena	“	24th “
“	“	“	Santa Martha	“	26th “
17th	“	“	Belize	“	10th following m <sup>th</sup> .
“	“	“	Greytown	“	10th “

*The following are the estimated Dates of Departure of the homeward Mails from the principal Stations, commencing with the Mails in reply to those from Southampton March 2d.*

(The mails are conveyed to St. Thomas by the Company's intercolonial ships.)

From :					
Tampico (one mail each month)	29th, reaching	Southampton	29th following	m <sup>th</sup> .	
Santa Martha	“	27th,	“	“	29th “
Vera Cruz	“	2d,*	“	“	29th idem.
Havana	“	8th,*	“	“	29th “
Carthagena	“	5th,*	“	“	29th “
Belize	“	17th,*	“	“	14th following m <sup>th</sup> .
Greytown	“	19th,	“	“	14th “
Demerara	.....	9th* and 24th	of each month.		} Reaching Southampton 29th and 14th respectively.
Trinidad	.....	9th* and 24th	“	“	
Barbadoes	.....	11th* and 26th	“	“	
Jamaica	.....	10th* and 25th	“	“	
Aspinwall (Isthmus of Panama)	..	9th* and 24th	“	“	
St. Thomas	.....	15th* and 30th	“	“	

N.B.—The estimated dates of departure which are marked thus \* above will be a day earlier when the preceding month comprised 31 days.

*Notice.*—The Company will not be responsible for the maintenance of passengers, or for their loss of time during any detention consequent upon the occurrence of any cause to prevent the vessels from meeting at the appointed places; nor for any delay arising out of accidents; nor for any loss or damage arising from perils of the seas, or from machinery, boilers, or steam, or from any act, neglect, or default whatsoever of the pilot, master, or mariners; nor from any consequences arising from sanitary regulations or precautions which the Company's officers or local government authorities may deem necessary, or should such sanitary regulations or precautions prevent embarkation or disembarkation; and if, in consequence of such sanitary regulations or precautions, passengers should have to be conveyed to their destination by a circuitous route, or to remain (with the consent of the Company's officers) on board the Company's vessels beyond the time at which, under ordinary circumstances, they would disembark, the Company

will, in lieu of additional passage-money, etc., charge only at the rate of 10s. per diem for victualing during the extra time each adult cabin passenger may have been on board, and in proportion for other classes of passengers.

PASSENGER FARES, WHICH INCLUDE THE USE OF BEDDING AND LINEN, STEWARD'S FEES, AND ALL OTHER CHARGES EXCEPT FOR WINES, SPIRITS, MALT LIQUORS, AND MINERAL WATERS.

*Atlantic Voyages (see Regulations, pages 163 and 164).*

OUTWARD.		FARES OUT OR HOME.		HOMEWARD.	
Leaves Southampton each Month.	Destination.	Berths* in after Cabins (except outside Cabins on the main Deck) and in main Deck forward Cabins.	Berths in lower Deck forward Cabins.	From what Places.	Due at Southampton each Month.
		Each Berth.†	Each Berth.		
		£ s.	£ s.		
2d and 17th	Antigua.....	38 10	33 0	Antigua.....	14th and 29th
2d and 17th	Barbadoes...	38 10	33 0	Barbadoes...	14th and 29th
	17th Blewfields ...	44 0	38 10	Blewfields ...	14th
2d and 17th	Carriacou...	38 10	33 0	Carriacou...	14th and 29th
	2d Carthagena..	44 0	38 10	Carthagena..	29th
2d and 17th	Aspinwall ...	44 0	38 10	Aspinwall....	14th and 29th
2d and 17th	Demerara ...	38 10	33 0	Demerara....	14th and 29th
2d and 17th	Dominica....	38 10	33 0	Dominica....	14th and 29th
		18 14	18 14	Fayal (if touched at)	
2d and 17th	Granada .....	38 10	33 0	Granada .....	14th and 29th
	17th Greytown....	44 0	38 10	Greytown....	14th
2d and 17th	Guadaloupe.	38 10	33 0	Guadaloupe.	14th and 29th
	2d Havana .....	44 0	38 10	Havana .....	29th
	17th Honduras....	44 0	38 10	Honduras....	14th
2d and 17th	Jacmel .....	38 10	33 0	Jacmel .....	14th and 29th
2d and 17th	Jamaica.....	38 10	33 0	Jamaica.....	14th and 29th
2d and 17th	Martinique..	38 10	33 0	Martinique..	14th and 29th
2d and 17th	Porto Rico ..	38 10	33 0	Porto Rico ..	14th and 29th
2d and 17th	St. Kitts.....	38 10	33 0	St. Kitts.....	14th and 29th
2d and 17th	St. Lucia.....	38 10	33 0	St. Lucia.....	14th and 29th
2d and 17th	St. Thomas..	38 10	33 0	St. Thomas..	14th and 29th
2d and 17th	St. Vincent..	38 10	33 0	St. Vincent..	14th and 29th
	2d Sta. Martha.	44 0	38 10	Sta. Martha.	29th
	2d Tampico.....	49 10	44 0	Tampico.....	29th
2d and 17th	Tobago.....	38 10	33 0	Tobago.....	14th and 29th
2d and 17th	Trinidad.....	38 10	33 0	Trinidad.....	14th and 29th
	2d Vera Cruz...	49 10	44 0	Vera Cruz...	29th

\* A whole after cabin secured for the exclusive use of one passenger (not being an outside cabin on the main deck) is to be charged as a berth and a half, calculated at the rate shown in the column marked † above.

† For an outside cabin, or for a berth therein on the main deck aft, an additional charge of £5 is to be made to each passenger beyond the fares indicated respectively in the preceding clause and in the column marked † above.

In future, no whole cabins on the main deck forward, or on the lower deck forward, of any of the Company's ships, are to be let as single cabins.

The above distinctions in accommodation apply more particularly to the Atlantic voyages between Southampton and St. Thomas, and *vice versa*, but they will also be adhered to as far as practicable on board the intercolonial vessels.

The difference in the rates of passage-money shown above refers merely to the sleeping-cabins; in all other respects the passengers will be precisely on the same footing.

*Return Tickets.*—Return tickets issued to cabin passengers for Atlantic voyages with an abatement of 25 per cent. on the passage-money. Such tickets to be paid for when issued, and not to be transferable. To be available if the parties holding the same embark on the return voyage within six calendar months (but in the case of Colon [Aspinwall] within twelve calendar months) from the date of their first embarkation; and no allowance will be made to such parties if they do not make the return voyage by the Company's vessels. Should there be no available accommodation in the ship by which the holder wishes to embark on the return voyage, he will be entitled to a passage by the first subsequent opportunity. In all such cases certificates must be obtained from the Company's agents or captains, specifying the dates of application, and that no accommodation could then be afforded.

*Children.*—Of the children of cabin passengers under three years of age, one to be carried free of charge; any other under that age to be charged as three years and under eight; those three years and under eight years, to pay one fourth the cabin-passage rate paid by their parents, and four such children to be entitled to one berth.

*Passengers on Warrant-officers' Scale.*—A limited number of artisans, emigrants, etc., to be victualled on the same footing as the ship's warrant-officers, and supplied with bunks and bedding, will be conveyed, when there is room for them, from Southampton to the West Indies, Colon (Aspinwall), or Mexico for £25 each.

Return tickets are not to be issued to passengers of this class.

*Servants.*—Passengers' servants can not be booked as deck passengers.

Passengers' male servants to pay one half, and female two thirds of the lowest rates established for adult saloon passengers, and no abatement to be made on account of age. Men servants will be berthed in the fore part of the ship; women servants will have beds made up in the ladies' saloon.

*Deck Passengers can only be conveyed intercolonially.*—Only troops, common sailors, or laborers to be conveyed as deck passengers; to find their own provisions and bedding, and not admitted abaft the chimney, and to pay one fourth the cabin fare. Children of deck passengers to pay half the deck fare, when three years or above, and not exceeding twelve years of age, and when under three years to be taken free. N.B.—No deck passenger is to be booked for St. Thomas.

*Dogs, Carriages, Horses, Cattle, etc.*—Dogs to be charged at one eighth the fare paid by their owners.

Carriages, horses, live-stock, etc. (for the shipment of which special permission must be obtained from Captain W. Vincent, the Company's superintendent at Southampton), will be conveyed only under special form of ticket, which provides for the owner's undertaking all risk of conveyance whatsoever, as the Company will not be responsible for any injury or damage (however caused) occurring while on board the Company's ships, or in embarkation, transfer, or disembarkation; and the shippers must in all cases provide food, boxes, pens, or coops.

Carriages measuring 3 tons or under, £12 each.

Carriages measuring above 3 tons, at the rate of £4 per ton measurement.

Horses, colts, and heifers, to St. Thomas, £20 each; to other West Indian ports, £25 each. Rams, sheep, and pigs, £5 each; poultry, 15s. each.

 In all cases where passengers are subject in the ordinary course of the mail service, as per tables, to a detention of more than four days, that is, while waiting the arrival of the vessel by which they are to prosecute their voyage, they will have to defray the expenses of their victualing during such period of detention.

*Intercolonial Voyages.—Fares in Silver Dollars for Cabin Passengers. (Return Tickets are not granted to intercolonial Passengers.)*

Places.	Antigua.	Barbadoes.	Blewfields.	Carriacou.	Carthagena.	Aspinwall.	Demerara.	Dominica.	Granada.	Guadaloupe.	Greytown.	Havana.	Honduras.	Jacmel.	Jamaica.	Martinique.	St. Juan's.	St. Kitts.	St. Lucia.	Sta. Martha.	St. Thomas.	St. Vincent.	Tampico.	Tobago.	Trinidad.	Vera Cruz.
Antigua.....	...	25	85	25	65	65	40	12	25	8	75	65	80	40	50	15	25	10	15	65	15	25	115	35	30	110
Barbadoes.....	20	...	100	15	80	80	20	15	15	20	90	80	95	55	65	15	40	25	10	80	30	12	130	25	20	125
Blewfields.....	110	120	...	120	50	20	135	115	120	110	10	135	150	110	120	115	95	105	115	60	85	120	185	130	180	180
Carriacou.....	25	20	100	...	80	85	35	20	5	20	90	80	95	55	65	20	40	25	20	80	30	5	130	25	12	125
Carthagena.....	85	95	40	95	...	15	110	90	95	85	30	110	125	85	95	90	70	80	90	35	60	95	160	105	105	155
Colon (Aspinwall)...	85	95	25	95	25	...	110	90	95	85	15	110	125	85	95	90	70	80	90	35	60	95	160	105	105	155
Demerara.....	40	20	120	30	100	100	...	35	30	40	110	100	115	75	85	35	60	45	30	100	50	30	150	35	30	145
Dominica.....	12	25	95	25	75	75	40	...	25	8	85	75	90	50	60	8	35	15	8	75	25	25	125	35	30	120
Granada.....	25	20	100	5	80	80	35	20	...	20	90	75	95	55	65	20	40	25	20	80	30	10	130	20	10	125
Guadaloupe.....	8	25	90	25	70	70	40	8	25	...	80	70	85	45	55	8	30	12	12	70	20	25	120	35	30	115
Greytown.....	100	110	110	40	15	125	105	110	100	...	125	140	100	110	105	105	85	95	105	50	75	110	175	120	120	170
Havana.....	85	95	130	95	110	110	110	90	95	85	120	...	95	85	95	90	70	80	90	110	60	95	45	105	105	40
Honduras.....	110	120	155	120	135	135	115	120	110	145	95	...	...	60	40	115	80	105	115	135	85	120	180	130	130	175
Jacmel.....	55	65	100	65	80	80	80	60	65	55	90	80	50	...	20	60	25	50	60	80	30	65	125	75	75	120
Jamaica.....	70	80	115	80	95	95	95	75	80	70	105	95	30	25	...	75	40	65	75	95	45	80	140	90	90	135
Martinique.....	12	25	95	25	75	75	40	8	25	8	85	75	90	50	60	...	35	15	8	75	25	25	125	35	25	120
St. Juan's, Pto. Rico..	35	50	80	50	60	60	60	40	50	35	70	60	60	25	30	40	...	30	40	60	12	50	105	60	55	100
St. Kitts.....	12	30	80	30	60	60	50	20	30	15	70	65	75	35	50	20	20	...	20	80	12	30	115	40	35	110
St. Lucia.....	15	10	100	20	80	80	30	10	20	15	90	80	95	55	65	8	40	20	...	80	30	20	130	30	20	125
Santa Martha.....	85	95	50	95	8	25	110	90	95	85	40	110	125	85	95	90	70	80	90	...	60	95	160	105	105	155
St. Thomas.....	25	35	70	35	50	50	50	30	35	25	60	50	65	25	35	30	10	20	30	50	...	35	95	45	45	90
St. Vincent.....	20	15	105	5	85	85	30	15	10	20	95	85	100	60	70	15	45	25	15	85	35	...	135	25	15	130
Tampico.....	145	155	190	155	170	170	150	155	145	180	65	185	145	155	155	150	115	140	150	170	120	155	...	165	165	12
Tobago.....	30	25	110	25	90	90	35	25	15	30	100	90	105	65	75	25	50	35	25	90	40	25	140	...	10	135
Trinidad.....	30	25	110	12	90	90	35	30	10	30	100	90	105	65	75	25	50	35	25	90	40	15	140	15	...	135
Vera Cruz.....	140	150	185	150	165	165	165	145	150	140	175	60	180	140	150	145	110	135	145	165	115	150	12	160	160	...

Dogs, when conveyed intercolonially, to be charged one eighth of the fare paid by their owners.

Horses, colts, and heifers, when conveyed intercolonially, to be charged five sixths of the saloon passenger rate.

Carriages, ditto, measuring three tons or under, £9 each. Ditto, ditto, above three tons, at the rate of £3 per ton measurement.

Rams, sheep, and pigs, £3 each. Poultry, 10s. each.

*For Conditions of Conveyance, see page 161.*

#### PASSENGER REGULATIONS, ETC.

Each ship carries an experienced surgeon.

No berth is considered engaged until the whole fare is paid.

Passengers not proceeding after taking their passage, to forfeit half the passage-money.

Passengers are earnestly recommended to conform to established regulations as respects passports, etc.

Passengers are not allowed to take on board wines, spirits, or other liquors for use during the voyage, an ample stock thereof being provided on board at moderate prices.

There are French and English cooks on board.

No person can be received on board the Company's ships when suffering from any infectious disorder; and if, in the course of the voyage, any passenger should be found to be suffering from a disorder of that character, he will be required, at his own expense, to find accommodation at any port in which the vessel may happen to be at the time of, or at the first port she may reach after discovery of the existence of the disorder, it being understood that, when sufficiently recovered, such passenger will be conveyed to his destination in one of the Company's vessels.

The captains will be most careful to avoid all personal preference or partiality in allotting accommodation on board the Company's ships. Within the prescribed limits, priority is always to be given according to the dates on which passengers were originally booked and the passage-money paid. If paid through the Company's agent, he will be careful, when he hands the money to the captain, to furnish also the date when it is paid for notation on the passage ticket.

The respective classes of cabin accommodation in the homeward steamer from St. Thomas will be apportioned as follows, viz.: the passengers from routes Nos. 2 and 4, and those booked at St. Thomas, are to be allowed priority of berths on the starboard side, according to the date of their tickets, that is to say, the oldest date from No. 2 route to have the first allotment, the oldest date from No. 4 route the second, and the oldest date from St. Thomas the third; this plan to be repeated until the whole of the cabin accommodation on that side has been disposed of. The passengers from all other sources are to be allowed berths on the port side in the same manner. Should there be an excessive demand on the one side and a deficiency on the other, the available berths are to be allotted to passengers from each route alternately according to priority in date of tickets.

No passenger booking for a berth in a cabin is to be accommodated in a cabin by himself, so long as he can be placed in a cabin of the same class or price with another passenger not booked for a whole cabin.

Transatlantic passengers are always to have priority of cabins over intercolonial passengers, whether previously booked or not. This is not, however, to extend to the displacing of any intercolonial passenger while any other cabin berth of similar description is vacant.

Transatlantic passengers desiring it may, on taking their tickets, secure to themselves the privilege of remaining at an intermediate port from the

time of arrival at such port till the next steamer of the Company calls there, viz., for a fortnight or a month, as the case may be, but in such cases the place must be specified, and a corresponding notation made on the ticket, upon the understanding, moreover, that on re-embarking the passenger must be content with inferior accommodation if there should be none vacant similar to that originally engaged. In the event of there being no room on board the vessel by which the passenger may be entitled to proceed, they will be allowed accommodation by the first subsequent vessel able to afford it.

Homeward passengers taking a whole or single after cabin are not to have another passenger intruded upon them, unless the number of passengers should accumulate by successive transshipments so as to render it unavoidable to occupy the remaining berth or berths in the cabin, in which case the charge will be only as for one berth in a cabin throughout. Passengers, however, may secure to themselves the exclusive right to a whole cabin by the payment of £10 extra at or prior to their first embarking.

Should any homeward-bound passenger, upon subsequent transshipment, fail to obtain accommodation similar to that for which he originally paid, he is to be charged the inferior fare throughout.

Whenever there may be more passengers than can be accommodated with cabin berths, and who may, in consequence, be obliged to sleep in cots, or otherwise not in any cabin, an abatement of £5 from the lowest cabin rate will be made upon such occasions, but no passenger will be allowed this abatement so long as there is a cabin bed berth unoccupied.

When passengers fail to obtain on board the ship conveying them to England the same sort of accommodation as that for which they originally paid, the captains will furnish to each of such persons a certificate specifying the description of berth paid for and the accommodation subsequently afforded on the voyage to Southampton, which document will entitle the respective parties, on its production at the Company's office in London, to payment of the abatements. Certificates are likewise to be granted to contract passengers when *compelled* to share *fore* cabin accommodation with others.

Should any outward-bound passenger upon subsequent transshipment fail to obtain accommodation similar to that for which he originally paid (as this can only occur when the voyage is nearly finished), he is to be allowed a deduction of five shillings per day for every day he is compelled to occupy such inferior accommodation.

Should any outward or homeward bound passenger shift from the accommodation for which he was originally booked to a berth for which a higher charge is established, or from a berth in a cabin to a whole cabin, he is to be charged the superior fare throughout.

There is to be no difference in the fares between the fore, after, and main deck cabins, nor between a whole cabin and a berth in a cabin, so far as mere intercolonial passages are concerned; the difference of fares being only intended to apply to transatlantic passages out and home.

Although ladies may have sleeping berths allotted to them in the ladies' saloon, yet it is to be open for the use of all the ladies on board between 9 A.M. and 9 P.M. every day.

Intercolonial passengers must not be booked farther than they can be conveyed by the vessel in which they embark, or by other vessels, expected to be met with, to which they can be directly transferred.

Passengers intending to embark abroad will apply to the agents, but the passage-money is to be paid on board, either by the agents (if they have received it) or by the passengers themselves.

*Embarkation at Southampton.*—The Company's steam tender will convey passengers on board free of charge at Southampton, leaving the docks for that purpose not later than 30 minutes after 11 A.M. on the day of sailing.

Baggage, except carpet-bags and hat-boxes, must be shipped the previous day. No heavy baggage will be received on board on the day of sailing.

*Baggage.*—Any passenger is liable to a penalty of £100 who carries gun-powder or other goods of a dangerous nature (stat. 17 and 18 Vic., c. 104); for example, lucifer matches, chemicals, or any articles of an inflammable or damaging nature.

Baggage for shipment at Southampton must be addressed to the care of shipping agents there, and, as before stated, must be shipped the day previous to the ship's departure.

Arrangements have been made by which passengers can effect insurance on their baggage at the Company's office in London.

Each adult saloon passenger allowed to carry luggage free of charge to the extent of 20 cubic feet measurement, children and servants in proportion; and each adult passenger on the warrant-officers' or artisans' scale, 10 cubic feet. With a view to prevent mistakes on landing or transhipment, passengers are strongly recommended to label each parcel of their luggage with their name and destination.

Each deck passenger is allowed 56 lbs. of baggage.

All luggage will have to pass through the Custom-house at the port of destination.

All extra luggage to be charged as for measurement goods, but without primage.

Merchandise can not be carried under the name of luggage, but must be shipped according to the Company's regulations for cargo, etc. Whenever an attempt may be discovered to carry merchandise as luggage, freight will be charged at the rate of 4s. per cubic foot. All specie, bullion, or other treasure carried by passengers, above the value of £150, to be shipped as treasure, and charged for at the established rates of freight.

The Company will not be responsible for any loss, damage, or detention of luggage under any circumstances; nor for specie, bullion, jewelry, or other treasure belonging to passengers, unless the same be shipped as such at the established rates of freight.

*Foreign Currency.*—The Spanish dollar is to be taken every where at the rate of 4s. 2d. sterling; the doubloon at 64s.; the American eagle and its fractional parts at the rate established by H. M. proclamation, dated 19th of August, 1853, viz.: the eagle at 41s. sterling; the half eagle at 20s. 6d., the quarter eagle at 10s. 3d.; and the gold dollar at 4s. 1d.

In foreign ports the fares specified in the intercolonial table are to be paid in silver dollars, or their equivalent in other current coin; this rule applies also to the British colonies, except that notes of the West India Colonial Bank are to be taken as equivalent. Gold or silver five-franc pieces are to be received at the rate of four shillings each when tendered in payment of passage-money, but only by persons embarking at or for Martinique or Guadaloupe.

SPECIE, TREASURE, CARGO, AND PARCELS.

*Outward.*

For through rates to ports in the Pacific, see pages 170, 171.

Specie and treasure may be forwarded by the packets from Southampton to any port at which they touch at the following rates, viz.:

Quicksilver .....	2	per cent. on value from Southampton.
Plate .....	2	“ “ “ “ “
Specie, Jewelry, and Precious } Stones .....	1	“ from Southampton, or 1½ when received by the Company in London.
Copper Coin .....	£7	per ton from Southampton.

For particulars, apply at 55 Moorgate Street, or to Mr. W. Ritchie, the Company's Cargo Superintendent, Southampton.

When packages of specie or treasure are sent to Southampton, they must be forwarded to the care of shipping agents there.

No bills of lading will be given for less freight than £1 1s.

Packages for Aspinwall will not be received when consigned "to order," but a consignee must be named.

#### *Outward Cargo.*

A limited quantity of goods can be forwarded by the packets of the 2d and 17th of each month from Southampton to Barbadoes, Granada, Jamaica, Demerara, Trinidad, St. Thomas, Aspinwall; by the packet of the 2d of each month to Carthagen and Santa Martha; and by that of the 17th to Honduras and Greytown.

For through rates to ports in the Pacific, see pages 170, 171.

No package above five hundred weight to be received, and none to exceed a cube of 27 feet, nor in length 4 feet 4 inches.

Packages cubing more than 4 feet can not be taken to Greytown.

No bills of lading will be given for less freight than £1 1s.

Packages for Aspinwall will not be received when consigned "to order," but a consignee must be named.

Wine and beer can be shipped at Southampton only by special permission from Captain Vincent, the Company's superintendent there.

The following are the *Rates of Freight*, which must be prepaid: By measurement, £6 per ton, or 3s. per cubic foot, with 5 per cent. primage; by weight, £5 per ton and 5 per cent. primage—the Company reserving the right to charge by measurement or by weight. Cinnamon, 1d. per pound.

Goods for shipment must be addressed to the care of agents at Southampton, and must be there, at latest, at noon on the last day of each month if for shipment by the steamer of the 2d, and at noon on the 15th if for shipment by the steamer of the 17th of the month; but when the day of departure falls on a Monday, the latest period will be one day previous to the above dates.

For particulars, apply to Mr. W. Ritchie, the Company's Cargo Superintendent, Southampton.

*Outward Parcels and Periodicals* are received at the Company's offices in London and Southampton for transmission by the steamers of the 2d and 17th of each month, to St. Kitts, Antigua, Guadaloupe, Dominique, Martinique, St. Lucia, Tobago, St. Vincent, Barbadoes, Demerara, Granada, Trinidad, Jacmel, Jamaica, St. Thomas, and Aspinwall; by the steamer of the 17th for Honduras and Greytown; and by the steamer of the 2d for Havana, Vera Cruz, Tampico, Santa Martha, and Carthagen. The weight of a package or parcel for St. Kitts, Antigua, Guadaloupe, Dominique, Martinique, St. Lucia, Tobago, and St. Vincent, must not exceed half a hundred weight. The cube of a package or parcel for Greytown must not exceed 4 feet.

To Havana, Vera Cruz, and Tampico, parcels containing only samples and periodicals can be conveyed.

Packages and parcels (not exceeding 5 cubic feet) must be delivered at the London office before noon upon the 14th if intended for transmission by the steamer leaving Southampton upon the 17th of the month, and before noon upon the 28th if intended for shipment by the vessel leaving upon the 2d of the following month.

Periodical publications, with the covers open at both ends, can be booked at the London office until 2 o'clock on the day previous to the sailing of the packet, excepting when the day of sailing falls on Monday, in which case not later than 2 o'clock on the previous Saturday.

Parcels and periodicals, if sent to the care of an agent at Southampton, can be received at the Company's cargo office at that place until 10 A.M. on the day of the departure of the steamers for the West Indies.

*Rates (which must be prepaid).*

For through rates to Panama and ports in the South Pacific, see pages 172, 173.

The following rates include all charges except insurance (which, however, can be effected at the Company's office in London), whether the packages are received at London or Southampton: By measurement, 1 cubic foot and under, 7s. 6d. per package; above 1 foot and not exceeding 2, 11s. 6d.; above 2 feet and not exceeding 3, 15s.; above 3 feet, 5s. per foot, up to 14 feet, beyond which measurement no packages can be received at the parcel rate.

Packages can not be received at the London office if they exceed 5 cubic feet, but in that case they must be sent to Southampton.

By weight, at the rate of 10s. per cwt.

No package weighing more than 5 cwt. can be received at the parcel rate.

The Company reserves to itself the right to charge by measurement or by weight.

Quarterly publications and pamphlets, 2s. each; monthly publications, 1s. each.

Each package must be fully and distinctly addressed, and contents and value declared.

No parcels are to contain letters or bills.

The Company will not be responsible for the act of God, the queen's enemies, fire on shore or afloat, or any other dangers and accidents of the seas, rivers, and steam navigation. All parcels must be applied for to the agents of the Company at the port of delivery, except those for St. Thomas and Carthagena, which must be taken from alongside at consignee's risk and expense. At Martinique, the landing charges are to be paid by the consignee, and at Greytown the packages will be landed by the Company, but at the consignee's risk. All parcels subject to duty must be cleared from the Custom-house in the usual manner by the parties to whom they are addressed, they paying all duties and other expenses attendant upon the same. The Company will not be answerable for any package, in case of loss, damage, or detention, beyond the value of £5, unless by special agreement.

REGULATIONS IN REGARD TO CARGO AND PARCELS.

Packages, of whatever description, sent to Southampton, must be forwarded to the care of shipping agents there for delivery by them to the Company.

Shippers are earnestly recommended to have their goods packed securely in tin or wooden cases, to prevent the possibility of damage in shipment, transfer, or disembarkation.

Brown paper parcels will not be received, and the use of canvas wrappers is strongly recommended to shippers as a means of security.

All deeds must be packed in tin cases.

The Company decline to take on board their vessels medicinal fluids, oil, balsam, sugar, molasses, cotton, spirits, gunpowder, vitriol, tar, pitch, turpentine, acids, ether, chloroform, Lucifer matches, percussion caps, or any other articles of a dangerous, damaging, or inflammable nature. Any person or persons forwarding such commodities for shipment, without giving notice to the Company, will be liable, by the Merchant Shipping Act of 1854, to a penalty of £100.

Wine and beer can not be shipped at Southampton except by special permission of the Company's superintendent there.

Packages containing plants can not be shipped, unless by special agreement exempting the Company from all liability in the event of damage.

Double freight will be imposed in all cases of detection, where attempts may be made, by smuggling specie, etc., to evade the Company's established charges.

No article of any kind to be received on board without going through the established Customs' regulations and formalities.

Packages on arrival at destination will be lodged in the Custom-house, whence they will have to be retired by the consignees, or by agents commissioned by them to do so, at their expense.

All packages must have the port of destination distinctly marked thereon, or they can not be received for shipment.

No package above five hundred weight to be received, and none to exceed a cube of 27 feet, nor in length 4 feet 4 inches.

### *Homeward and Intercolonial Freight.*

It is to be understood that all regulations or notices relating to outward traffic will hold good, where applicable, to homeward and intercolonial traffic, although they may not be repeated under the latter heads.

*Homeward Specie and Treasure* can be shipped at any of the ports touched at by the Company's steamers at the following rates, viz.:

Specie, bullion, platina, diamonds, pearls, emeralds, and all other precious stones, unset, being exempt from duty, deliverable at the Bank of England or Southampton, and jewelry subject to duty deliverable at Southampton only.....on value	1½ per cent.
Ditto ditto, deliverable at the Branch Bank of France, Havre.....	1⅙ " "
Specie or bullion, from Martinique or Guadaloupe, deliverable ditto.....on value	
Consignments under £50 in value.....	£1 1s.
"      "      £100      "      .....	£1 10s.
"      "      £150      "      .....	£2 2s.
"      of and above £150 in value.....	1⅙ per cent.
Plate, subject to duty, deliverable at Southampton.....on value	2 " "
Ditto, deliverable at the Branch Bank of France, Havre.....	2⅙ " "
Copper coin, deliverable at Southampton.....	£7 per ton weight.
Copper ore, mineral sand, etc.....	see Homeward Cargo.

No primage is charged on the foregoing.

For rates on treasure from the Pacific, see pages 172-174.

No package of specie, jewelry, etc., to be conveyed, and no bills of lading to be granted, for less freight than £1 1s., or five silver dollars.

*Homeward Cargo* can be shipped for Southampton at the following ports, viz. : Barbadoes, Jamaica, St. Thomas, Porto Rico, Tampico, Vera Cruz, Havana, Honduras, Trinidad, Carthagen, Santa Martha, Aspinwall, Greytown, Demerara, Granada.

No bills of lading granted for less freight than £1 1s.

The following are the rates payable on delivery of the goods at Southampton, viz. :

Copper ore, copper and silver alloy, cupel stuff, and mineral sand.....	£5 per ton weight.
Alpaca wool.....	{ 1½d. per lb. or 1s. 9d. per foot measurement.
Ginger.....	£7 per ton weight.
Coffee, cocoa, and arrow-root.....	£5 " "

India-rubber in solid pieces .....	£5 per ton weight.
Sarsaparilla, jalap, and other dry drugs.....	1½d. per lb.
Divi divi.....	1d. “
Peruvian bark .....	1d. “
Pimento, cochineal, indigo, gums, and beeswax ...	1d. “
Plantain fibre.....	1½d. “
Pines, oranges, or other green fruits or plants, } packed in hampers, barrels, or boxes..... }	£5 per ton measurement of 40 cubic feet.
Cigars and leaf tobacco.....	£5 per ditto ditto.
Measurement goods.....	3s. 6d. per cubic foot.
Cases containing preserved turtle.....	2s. 6d. “ “
Turtle, on the quantity landed alive at Southamp- ton; but the Company not liable for losses by death or disaster.....	£1 5s. per cwt.
Vanilla.....on value	1½ per cent.
“ deliverable at Havre.....	1⅙ “
Cochineal, “ “ .....	1½d. per lb.

Five per cent. primage is charged on all homeward freight except vanilla.  
Balsam will not be received on board the Company's steamers.

*Homeward Parcels and Periodicals*, including small parcels of succades, arrow-root, etc., will be charged at the same rates as outward parcels, but deliverable at Southampton.

Freight must be prepaid. For rates, etc., see pages 166, 167.

*Intercolonial Specie, Cargo, and Parcels.*

Specie can be shipped for any port touched at by the packets.

No package of specie is to be conveyed, and no bills of lading are to be granted, for less freight than five silver dollars.

Freight on specie, jewelry, pearls, diamonds, and other precious stones, to be prepaid at the port of shipment: Exceeding 2500 miles, 1 per cent.; exceeding 1000 miles, and not above 2500 miles, ¾ per cent.; not exceeding 1000 miles, ½ per cent.

The distance between St. Thomas or intermediate places and Demerara is to be considered as not exceeding 1000 miles.

No sums under 5000 dollars are to be conveyed, however short the distance, at a lower rate than ½ per cent.; but when larger amounts are to be remitted from one British colony to another, or between any places visited by the Company's vessels eastward of Jamaica, provided, in either case, the distance is within 800 miles, the rate will be ¼ per cent. The tables of routes to determine the distances.

Copper coin, £7 per ton weight.

*Intercolonial Rates on Goods to be prepaid at Port of Shipment.*

Goods can be forwarded between Barbadoes, St. Thomas, Aspinwall, Demerara, Jamaica, Greytown, Trinidad, Granada, Carthagena, Honduras, Santa Martha, and to these places from Havana and other foreign ports; but cargo can not be carried to foreign ports, with the before-mentioned exceptions, except by special permission.

£3 10s. per ton measurement of 40 cubic feet.

Cocoa and coffee, £3 10s. per ton, on the gross weight.

Indigo and other dry drugs, cochineal, 1d. per lb.

Divi divi, ½d. per lb.

Beeswax, ¾d. per lb.

Dry and wet provisions, {	From St. Thomas to Barbadoes, Trinidad, } 1 silver dollar	
	Demerara, or Jamaica .....	per barrel.
	From St. Thomas to Greytown.....	1½ do. do.

No primage is charged.

No bills of lading for merchandise will be granted for less freight than 2½ silver dollars.

Balsam will not be received on board the Company's steamers.

*Intercolonial Parcels* carried to all the places named under the head of "Outward Parcels," to be prepaid at the port of shipment, to be charged one fifth less than the transatlantic scale, and to be restricted in size and weight, as indicated under that head for different ports. See p. 166, 167.

Preference is always to be given to transatlantic over intercolonial cargo.

#### ISTHMUS OF PANAMA AND THE PACIFIC.

Trains now run daily across the Isthmus of Panama, thus affording an easy means of transit for passengers, specie, goods, etc.

Under arrangement with the Pacific Steam Navigation Company, whose vessels run from Panama southward, through tickets (comprising the privilege of stopping at an intermediate port, as stated in "General Passenger Regulations," page 163) can be obtained to or from Southampton and ports on the west coast of South America, but not including the providing or expense of the transit of passengers or their luggage across the Isthmus of Panama. Also, return tickets to or from those ports (including Panama), with an abatement of 25 per cent. on the Royal Mail Steam Packet Company's proportion of passage-money, available for twelve months, under the conditions mentioned in page 161.

#### *Goods, etc., for San Francisco and Victoria (British Columbia).*

The Royal Mail Steam Packet Company have completed arrangements for granting *through bills of lading* for measurement goods, jewelry, and plate, shipped by their steamers leaving Southampton on the 2d and 17th of each month, to be delivered at San Francisco and Victoria (British Columbia) at the following rates of freight:

To be paid on shipment of goods, etc.:

Goods: From Southampton to Aspinwall, £6 per ton measurement, with 5 per cent. primage.

Jewelry, on value: From London to Aspinwall, 1½ per cent.; from Southampton to Aspinwall, 1 per cent.

Plate, on value: From Southampton to Aspinwall, 2 per cent.

And in addition,

To be paid on delivery of goods, etc., at destination.

Goods: From Aspinwall to San Francisco, \$80 per ton measurement, with 5 per cent. primage; from Aspinwall to Victoria, \$100 per ton measurement, with 5 per cent. primage.

Jewelry, on value: From Aspinwall to San Francisco, 2 per cent.; from Aspinwall to Victoria, 2½ do.

Plate, on value: From Aspinwall to San Francisco, 4 per cent.; from Aspinwall to Victoria, 5 per cent.

No bill of lading will be issued for less freight than one guinea to Aspinwall.

*Specie, Goods, etc., from England or the West Indies, for Ports in the Pacific south of Panama, viz., Buenaventura, Tumaco, Guayaquil, Payta, Lambayeque, Huanchaco, Callao, Islay, Arica, Iquique, Cobija, Caldera, Coquimbo, Valparaiso.*

Cargo for Lambayeque and Huanchaco is carried on to Callao, where it is transhipped to the steamer proceeding northward.

The Royal Mail Steam Packet Company have effected an arrangement with the Panama Railroad Company and the Pacific Steam Navigation



No bill of lading will be granted for less freight than £2 2s.

There is no through parcel or specie rate to these ports.

*Through bills of lading* are also granted at Southampton, and in the West Indies at St. Thomas, Havana, Jamaica, Barbadoes, Trinidad, Demerara, Greytown, Carthagena, and Santa Martha, as far as Panama, for specie, jewelry, measurement goods, and quicksilver, destined for Panama and the North Pacific, at the following rates of freight, which must be paid on shipment:

For goods, etc., from Southampton, £10 per ton measurement (with 5 per cent. primage).

No bill of lading will be granted for less freight than £1 11s. 6d.

For goods, etc., from the above West Indian ports, £7 10s. per ton measurement (without primage).

No bill of lading will be granted for less freight than £1 1s.

For specie (gold) and jewelry, when received in London,  $1\frac{3}{8}$  per cent.

No bill of lading will be granted for less freight than £1 7s. 6d.

For specie (gold) and jewelry, when received in Southampton or at the above West Indian ports,  $1\frac{1}{4}$  per cent.

No bill of lading will be granted for less freight than £1 5s.

For specie (silver), one eighth per cent. is to be added to the above respective rates for gold.

For quicksilver, which must be delivered to the Company at Southampton for shipment,  $3\frac{1}{4}$  per cent. on value.

No bill of lading will be granted for less freight than £3 5s.

*Parcels for Panama* not exceeding 3 cubic feet in measurement will be received at the Company's offices in London and Southampton at the following rates, which must be paid on shipment, and which include all charges except insurance (which, however, can be effected at the Company's office in London), whether the packages are received at London or Southampton: One cubic foot and under, 12s.; above 1 foot and not exceeding 2, 18s.; above 2 feet and not exceeding 3, £1 4s.

NOTE.—For farther information as to when goods, etc., must be ready for shipment, and general regulations in regard to cargo and parcels, etc., see pages 166, 167, and 168, or apply to 55 Moorgate Street, or to Mr. J. K. Linstead, the Company's Cargo Superintendent, Southampton.

No package above 5 cwt. to be received, and none to exceed a cube of 27 feet, nor in length 4 feet 4 inches.

*Specie, etc., from Panama and the South Pacific.*

The following rates have been established by the Royal Mail Steam Packet Company, in addition to the freight charged by the Pacific Steam Navigation Company, or other parties delivering treasure to the agent of the Royal Mail Steam Packet Company at Panama, for conveyance to the under-mentioned places, such charges to include transport across the Isthmus, and all other expenses thence to the place of destination:

		To Branch Bank of France, Havre.
Specie and bullion from Panama to Southampton or Bank of England.....	$1\frac{3}{8}$ per cent.	$1\frac{9}{16}$ per cent.
Pearls, emeralds, and all other precious stones, unset being exempt from duty, from Panama to Southampton or the Bank of England, on value.....	$1\frac{7}{8}$ “	$2\frac{1}{16}$ “
Jewelry, subject to duty, from Panama to Southampton, on value.....	$1\frac{3}{8}$ “	$1\frac{9}{16}$ “



Parcels from South Pacific ports to Southampton at the same rates as "Outward Parcels" to those places (see pages 171, 172).

*From Central American (Pacific) Ports to Southampton.*

Through bills of lading are granted by the Panama Railroad Company, in conjunction with the Royal Mail Steam Packet Company, at the following ports, touched at by the Panama Railroad Company's steamers, namely, Punta Arenas, Realejo, La Union, La Libertad, Acajutla, San José de Guatemala.

The through rates of freight from the above places to Southampton are as under-mentioned, and the freight is payable on delivery of the goods at that port:

On silver ore, £9 per ton weight, with 5 per cent. primage.

On coffee, £10 per ton weight, with 5 per cent. primage.

On cochineal and indigo,  $2\frac{3}{16}d.$  per lb., with 5 per cent. primage.

Measurement goods,  $7s. 6d.$  per foot, with 5 per cent. primage.

Also on treasure (gold and silver) from the above places to Southampton or the Bank of England, London,  $2\frac{1}{4}$  per cent. on value, payable on delivery of the treasure.

Cochineal and indigo, deliverable at Havre,  $2\frac{7}{16}d.$  per lb., with 5 per cent. primage.

Balsam will not be received on board the Company's steamers.

7th. LIVERPOOL AND WEST INDIA LINE OF SCREW STEAM-SHIPS (HOLT'S), PLYING MONTHLY BETWEEN LIVERPOOL AND ASPINWALL *via* THE WEST INDIES.

The Saladin, the Plantagenet, the Talisman, and the Crusader.

One of the steamers of this line will generally be at Aspinwall from the 9th to the 17th of each month.

TARIFF OF FREIGHT,

under *through bill of lading*, from San José de Guatemala, Acajutla, La Libertad, La Union, Realejo, and Punta Arenas, to Liverpool and London, by the Panama Railroad Company's steamers to Panama, thence by railroad to Aspinwall, and to their destination by vessels of the Liverpool and West India Line and the London and Northwestern Railway.

*From San José, Acajutla, and La Libertad to Liverpool.*

Indigo and cochineal, 4 cents per lb. net; hides, 77 cents each; merchandise in cases, etc., 85 cents per cubic foot, and the regular transportation charges established by the tariff of the railroad.

*From La Union and Realejo to Liverpool.*

Indigo and cochineal, 4 cents per lb. net; hides, 75 cents each; merchandise in cases, etc., 80 cents per cubic foot, and the transportation charges established by the tariff of the railroad.

*From Punta Arenas to Liverpool.*

Coffee,  $11\frac{3}{8}$  cents per lb. net; hides, 69 cents each; merchandise in cases, etc., 75 cents per cubic foot, and the transportation charges established by the tariff of the railroad.

Indigo and cochineal, from any ports,  $4\frac{3}{8}$  cents per lb. gross weight.

Coffee in bags, from Punta Arenas to London,  $2\frac{3}{8}$  cents per lb. gross weight.

The above rates include every charge on the Isthmus of Panama, also in Liverpool.

Freight to be collected on the weights delivered or measurements taken in Liverpool, at the rate of \$4 80 to the pound sterling.

Primage will not be charged on produce or merchandise shipped from the ports above mentioned under *through bills of lading*.

For farther information, apply to

WILLIAM NELSON, *Commercial Agent*, Panama.

CRISANTO MEDINA, Punta Arenas.

COURTADE Y CLAVERA, La Union.

H. J. FOOTE and J. MATHI, Sonsonate.

J. SARAGIA, San José de Guatemala; and the

captains of the Panama Railroad Company's steamers on board, or to

ALFRED HOLT, No. 1 India Buildings, Liverpool.

N.B.—The rate of freight from Liverpool to the above ports, under *through bills of lading*, is £7 10s. per ton of 40 cubic feet, including all charges on the Isthmus, without primage.

THE PANAMA RAILROAD COMPANY'S LINE OF SAILING VESSELS BETWEEN NEW YORK AND ASPINWALL.

To accommodate shippers and facilitate trade, especially with the Pacific coast, the Panama Railroad Company have established a line of sailing vessels between New York and Aspinwall, composed of the following :

Bark Xantha.....	Captain Chapman.....	321 tons.
“ Magdalena .....	“ Day.....	285 “
“ Golden Rule....	“ Whiteberry.....	254 “
Brig Arabella.....	“ Lindsley .....	291 “
“ Costa Rica.....	“ Peel.....	260 “
“ E. Drummond..	“ Cormay .....	244 “
“ Caroline.....	“ Porter .....	220 “

These vessels are all of the first class, sailing at intervals of from a week to ten days. The average passage from New York to Aspinwall is twenty days, and from Aspinwall to New York twenty-five days.

The freight from New York to Aspinwall is 15 cents per cubic foot, and 5 per cent. primage. The freight from Aspinwall to New York is from \$6 to \$8 per ton.

Whale-oil will be received and forwarded from Panama to New York by the road and the Company's Line of Sailing Vessels, at the rate of 8 cents per gallon, if received in the harbor alongside from ship's tackles, and at 7 cents per gallon if received at the pier, in full of all expenses, charging for the capacity of the cask, without allowing for wantage.

Whalebone will be taken from ship at Panama through to New York at 1½ cents per lb.

By these vessels the Panama Railroad Company issue *through bills of lading* to the ports of South America touched at by the steam-ships of the Pacific Steam Navigation Company, at the following rates :

	To Buenaventura, Guayaquil, Payta, and intermediates.	To Callao, Valparaíso, and Intermediates, south of Payta.
General merchandise, and all goods embraced in first class of Panama Railroad tariff, per ton of 40 cubic feet, or 2240 lbs. gross weight, at the option of the Company.....	\$40 00	\$50 00
Beef and pork, per barrel.....	5 00	7 00
“ “ per half barrel.....	2 75	3 75
Flour, per barrel.....	4 00	5 00
“ per half barrel.....	2 25	2 75
Biscuit, per 100 lbs.....	2 50	3 50
Butter, lard, hams, bacon, cheese, salt fish, tallow, and rice, per ton of 2000 lbs. ....	30 00	40 00
Refined sugar, per ton of 2000 lbs.....	40 00	45 00
Wines and other liquors, in boxes and barrels, per ton of 40 cubic feet.....	30 00	40 00
Manufactured tobacco, per ton of 40 cubic feet.....	30 00	40 00
Cigars, per ton of 40 cubic feet.....	35 00	45 00
Unbleached domestics, per ton of 40 cubic feet.....	25 00	32 00
Soap, per ton of 2000 lbs. ....	30 00	40 00
Candles, per ton of 40 cubic feet.....	30 00	40 00
Carriages and furniture, per ton of 40 cubic feet.....	30 00	40 00
Agricultural implements, per ton of 40 cubic feet.....	25 00	35 00
Pitch, tar, and rosin, per barrel.....	3 00	4 00
Earthen-ware and glass-ware (coarse), in crates and boxes, per ton of 40 cubic feet.....	25 00	35 00
Turpentine and oil in cases, per ton of 40 cubic feet.....	30 00	40 00
Turpentine and oil in tins only, per ton of 40 cubic feet.....	35 00	45 00

All weights to be the gross weight.

Articles not enumerated to be charged at rates assimilating to the above.

The Pacific Steam Navigation Company will issue *through bills of lading* for produce *from* the above ports.

Goods arriving at Aspinwall by the Company's vessels, and consigned to parties at Panama, under *through bills of lading*, will be forwarded to them free of charges and commissions by the Company other than such as are expressed in the bills of lading.

Residents and agents at Panama can forward goods through the commercial agent of the Company at Panama to foreign ports beyond Aspinwall, on *through bills of lading*, by the Company's line of sailing vessels to New York, or by any other lines or vessels with which the Company has made the necessary arrangements.

*Rates of Through Freight from New York, by the Company's sailing Vessels to Aspinwall, including Lighterage in Panama.*

	To Punta Arenas.	Realejo, La Union.	La Libertad, Acajutla, San José (Guatemala).
Dry-goods, hats, boots, shoes, drugs, and other goods, included in railroad tariff as first class, per ton of 40 feet .....	\$40 00	\$42 00	\$44 00
Unbleached domestics, per ton of 40 feet.....	32 00	34 00	36 00
Furniture, carriages, agricultural implements, wooden-ware, clocks, etc., per ton of 40 feet .....	30 00	32 00	34 00
Iron in bars, sheets, and bundles, iron castings, nails, spikes, copper, zinc, and lead, per ton of 2000 lbs.	30 00	32 00	34 00
Steel in bars and bundles, coarse machinery, common hardware, earthen-ware, sugar-mills, -moulds, and -pans, shot, etc., per ton of 2000 lbs.....	34 00	36 00	38 00
Butter, cheese, lard, fish, ham, soap, and candles, per ton of 2000 lbs.....	35 00	37 00	39 00
Refined sugar, per ton of 40 feet.....	30 00	32 00	34 00
Flour and rice, per barrel.....	4 20	4 50	4 80
“ “ per half barrel .....	2 20	2 35	2 50
Wine in boxes and baskets, per ton of 40 feet.....	32 00	34 00	36 00
“ in casks, and other liquors, per ton of 40 feet	35 00	37 00	39 00
Tobacco, manufactured, per ton of 40 feet.....	40 00	42 00	44 00
“ unmanufactured, per ton of 40 feet.....	32 00	34 00	36 00
Ship-bread, crackers, etc., per ton of 40 feet.....	28 00	30 00	32 00

Goods can be shipped three times per month, by steamers of the Atlantic and Pacific Steam-ship Company, to Aspinwall, at an addition of 35 cents per foot, or \$14 per ton, to the above rates.

*Rates of Return Freights, by the Company's sailing Vessels from Aspinwall to New York, including Lighterage in Panama.*

	To Panama.	Aspin-wall.	New York.
Lumber, from La Union, per M. ....	\$20 00		
“ “ Punta Arenas, per M.....	18 00		
Cochineal and indigo, from either port, per lb. net.	1 ¼	\$0 02 ¾	\$0 03 ½
Hides, from San José, Acajutla, and La Libertad, each.....	32	47	62
Hides, from La Union and Realejo, each.....	30	45	60
“ “ Punta Arenas .....	24	39	54
Coffee, from Punta Arenas, per lb. gross.....	¾	1 ½	1 ½
Deer and goat skins, from Punta Arenas, per lb. ..	1	1 ¾	2 ½
“ “ “ other ports, “ ...	1 ½	2 ¼	3
Cigars, balsam, and first class goods, per railroad tariff, per foot.....	50	1 00	1 16

No primage on through rates.